

## Figure 9-1 TRAFFIC SIGNAL WARRANTS

DIST _____	CO _____	RTE _____	KPM _____	CALC _____	DATE _____
				CHK _____	DATE _____

  

Major St: \_\_\_\_\_ Critical Approach Speed \_\_\_\_\_ km/h

Minor St: \_\_\_\_\_ Critical Approach Speed \_\_\_\_\_ km/h

  

Critical speed of major street traffic > 64 km/h \_\_\_\_\_ ☐ or ☐ } **RURAL (R)**

In built up area of isolated community of < 10,000 pop. \_\_\_\_\_ ☐ } **URBAN (U)**

### WARRANT 1 - Minimum Vehicular Volume

**100% SATISFIED** YES ☐ NO ☐

**80% SATISFIED** YES ☐ NO ☐

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
	U	R	U	R								
APPROACH LANES	1		2 or more									
Both Apprchs. Major Street	500 (400)	350 (280)	600 (480)	420 (336)								
Highest Apprch. Minor Street	150 (120)	105 (84)	200 (160)	140 (112)								

### WARRANT 2 - Interruption of Continuous Traffic

**100% SATISFIED** YES ☐ NO ☐

**80% SATISFIED** YES ☐ NO ☐

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
	U	R	U	R								
APPROACH LANES	1		2 or more									
Both Apprchs. Major Street	750 (600)	525 (420)	900 (720)	630 (504)								
Highest Apprch. Minor Street	75 (60)	53 (42)	100 (80)	70 (56)								

### WARRANT 3 - Minimum Pedestrian Volume

**100% SATISFIED** YES ☐ NO ☐

REQUIREMENT	FULFILLED			
Pedestrian volume crossing the major street is 100 or more for each of any four hours or is 190 or more during any one hour; <u>AND</u>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
There are less than 60 gaps per hour in the major street traffic stream of adequate length for pedestrians to cross; <u>AND</u>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
The nearest traffic signal along the major street is greater than 90 m; <u>AND</u>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
The new traffic signal will not seriously disrupt progressive traffic flow on the major street.	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>

**The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.**